

German Guns Against Verdun Only Kick Up a Little Dust

Main Fortress, Buried Deep Underground, Is Safe During
Bombardment—Soldiers Listen to Shells Like
Heavy Rain on the Roof

By Heywood Brown

VERDUN, Nov. 9.—From the hills around Verdun one sees the earth as it must have looked on perhaps the fourth day of creation week. It is all rolling mud and slime, and man is down deep in the dust from which he will spring again some day. There is not even a foothold for poppies on the hills around Verdun, for mingled with the old earth scars are fresh ones, and there will be more to-morrow.

The Germans have been pushed back to the edges of the bowl in which Verdun lies, and now their only eyes are aeroplanes. Big naval guns are required to reach the city itself, but the Germans are not content to leave the battered town alone. They bang away at ruins and kick a city which is down. They fire, too, at the citadel, but do so more than scratch the top of this great underground fortress.

Our guide and mentor at Verdun was a distinguished colonel, very learned in military tactics and familiar with every phase of the various Verdun campaigns. The extent of his information was borne home to us the first day of the trip, for he stood the party on top of Fort Souville and carried on a technical talk for more than half an hour, while German shells, breaking a few hundred yards away, sought in vain to interrupt him.

From the top of Souville it was possible to see gun flashes and to spy, again and again, aeroplanes which darted back and forth all day, but not a soldier of either side was to be seen through the strongest glasses. On no front have men dug in so deeply as at Verdun. They have gone to the very edge of the earth, for the French have a story that one of their projectiles killed men in a dug-out seventy-five feet below the surface. They thought that this terrific penetration must have been due to the fact that the shell hit fairly upon a crack in the concrete and wedged its way through.

Barraging plumbing and running water, which are always after thoughts in France, the French make the underground dwellings of the soldiers moderately comfortable. There are ventilating plants and electric lights, and in the citadel a motion picture theatre. In one underground stronghold we found the telephone central for all the various positions around Verdun. We wondered whether or not he was ever obliged to report "Your party doesn't answer."

We traveled far underground, and at last the colonel brought us out again near the high, bare spot where the automobiles had been left. As we walked down the road there was a particularly vicious bang some place to our left. "That wasn't very far away," said the colonel. "This was the first shell which had stirred him to interest or attention. Presently there came another bang, and this time it was just as loud. The colonel paused thoughtfully. 'Maybe one of our aeroplanes has seen us and spotted us for the artillery,' he said. 'Tell the chauffeurs to turn the cars around at once, and we'll go.'"

The chauffeurs turned the cars with commendable alacrity and the colonel started to embark his party. Just then he saw some ridge or hillock off on the horizon which reminded him of a phase of the Verdun campaign which he had forgotten. He stopped in the middle of the road and pointed at it with his cane. He described in detail something that had happened in the spring of 1915. Then he added what the Germans should have done and the methods which the French would have been obliged to adopt to meet such an attack. The colonel had once been an instructor at St. Cyr and he developed his technical ideas at length in beautiful French. One member of the party began to interpret now and again, but the colonel chafed under this restraint and presently he abandoned pauses and let those who knew no French shift for themselves.

At the end of twenty minutes he had done full justice to the subject, and then he recollected. "We'd better go now," he said. "The boche might put some shells over here."

Although the colonel spoke no English, he was familiar with much American literature in translation. Poe he knew well, and he had read a few things of Mark Twain's. Somebody mentioned William James, and a captain quoted at length from an essay called "A Moral Equivalent for War." The lieutenant on my right wanted to know whether Americans still read Walt Whitman, and I wondered whether the same familiarity with French literature would be encountered in any American mess. The little lieutenant had been a professor or instructor some place or other when the war began and had several poetical dramas in verse to his credit. He had written a play called "Dionysius" in rhymed couplets.

At the beginning of the war he had enlisted as a private and had seen much hard service, which had brought him two wounds, a medal and a commission. He hoped ardently to survive the war, for he felt that he could write ever so much better because he had been thrown into close relationship with peasants and laborers. He found their talk meaty, and at times rich in poetry. One day, he remembered, his regiment had marched along a country road in a fine spring dawn. His comrades to the right, a Parisian huckster, remarked as they passed a gleaming forest: "There is a wood where God has slept." The little lieutenant said that if he had the time to live through the war he was going to write plays without a thought of the Greeks and their mythology. He

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New York Tribune

Neutrals Warily Guard Shipping

Demand That Comman-
deered Craft, if Sunk,
Must Be Replaced

(Staff Correspondence)
WASHINGTON, Nov. 9.—According to representatives of the Dutch, Swedish and Norwegian shipping interests, the vision of the neutral merchant shipping of the world controlled by Britain and the United States is still in the dreamland stage. There are some large and dangerous snags in the way of the seemingly inter-

minable negotiations regarding neutral shipping. The Shipping Board wants the owners of neutral ships to charter them to American interests at the same rates that prevail for the commandeered American ships. The neutrals insist on a much higher rate. The neutral owners demand ton-for-ton insurance instead of the ordinary cash compensation kind. If a neutral vessel be sunk while under charter to American interests, they insist that it be replaced with a similar ship. The neutrals are tired of keeping their ships tied up in the midst of a world of business, but they are looking forward to the condition that will prevail at the end of the war.

They would rather have ships than money. They are concerned for fear that the end of the war will find their ships at the bottom of the sea and Britain and the United States in enjoyment of a complete monopoly of ocean transport. Seizure of Scandinavian ships seems to be inhibited by treaty. No treaty protects the Dutch ships now in American waters, but with them there is the large question of international equity.

The Shipping Board, in its pardonable desire for ships, doesn't attach much importance to this international equity question. For its part, it long ago made up its mind to take the Dutch ships, but came into collision with the White House and the State Department. Even as to the Scandinavian ships, the Shipping Board puts a construction on the treaty that leaves the ships subject to commandeering.

Two Views of Treaty
The board strives to make two points in regard to the treaty, which provides that neither nation shall for any reason seize the goods and effects of citizens of the other. The board's lawyers contend that ships are neither goods nor effects, and that if they are it is not intended to seize them, since it is proposed to pay for them. But the State Department, supported by

a long line of precedent based on the actual operations of a similar treaty with Spain, contends that seizure is seizure, no matter whether damages are paid or not. As to the matter of price, the Shipping Board is confronted by the certainty that American shipping interests will protest against a higher price being paid for foreign chartered tonnage than is paid to American ship owners under enforced seizure.

U. S. Gets Sailing Vessels

SAN FRANCISCO, Nov. 7.—Seven sailing vessels of the Alaska Packers' Association, ranging from 1,470 to 2,487 tons, have been taken over by the United States Shipping Board, according to announcement by the marine department of the San Francisco Chamber of Commerce. They will be put on the San Francisco-Honolulu trade, reviving the old "wind jamming" days.

Japan Considers New Treaty With China

Declaration of War on Ger-
many Vitiates Present Pact
on Teuton Possessions

(Staff Correspondence)
WASHINGTON, Nov. 9.—The advisability of concluding a new treaty with China as a result of the status of war between China and Germany, which has vitiated all treaty relations between the two countries, is being considered in Japan. It is held in some quarters in Japan that the Sino-Japanese treaty relating to the German possessions in Shantung, captured early in the war by Japanese forces, will be affected by China's declaration of war. The "Yamato," advocating a new treaty with China, says: "Soon after Japan occupied Tsing-

Tau and held the Esinan-Tsingtau railway, various mines which had been in the hands of the Germans, under Japanese custody, the Japanese government concluded a treaty with the Chinese government. At that time China was a neutral nation, and although the German concessions in Shantung have been occupied by Japan the treaty between China and Germany was effective as law nevertheless. So the two governments of China and Japan were obliged to conclude a treaty based upon that understanding in order to make the Japanese occupation effective. "The treaty between Japan and China, from the practical point of view, may be left as it is because international legal relations between China and Japan regarding Germany will finally be settled after the war is over and peace is reestablished. "In other words, shall we leave the treaty as it is and wait until after the result of peace is known, or shall we conclude a new treaty, disregarding Germany altogether, so as to set the issue involved altogether apart from the general peace conference of the world?"

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Hudson Seal Muffs, Round or Canteen. \$12.50

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Furs listed as "Hudson Seal" are Seal dyed Muskrat.

New Mackinaws in Snappy Colorings at \$6



For school or play, in storm-collar model with generous pockets, and belt that fastens with Trench buckle. In plaid patterns that exhibit many new and attractive color treatments. Sizes 7 to 18 yrs.

Boys' Winter Overcoats, \$9

Excellent tailored overcoats in smart Trench, Military, and Button-to-neck models, made of plain and fancy overcoatings. Sizes 3 to 10 years.

Winter Overcoats for Boys in New Saks' Model at \$13.50

Warm, roomy coats that are tailored for service, cut with all the skill and care found in the finest made-to-measure garments. Plain and Fancy Mixtures—all selected because of their unusual wearing qualities. Sizes 10 to 18 years.

Boys' Winter Suits at \$11

Extra pair of "knickers" included. New and exclusive models, original in line and coloring, displaying new ideas in belts, and pockets. Sizes 7 to 18 years.

In an Important Special Offering Saturday

300 Women's Winter Dresses Greatly Reduced

Only one or two of a kind, but each and every one a most extraordinary value. The models are among the most successful shown this season, in the materials and colorings of the hour. Your size in the collection but not in all models.

Dresses formerly \$69.50 to \$75. Now \$45.00

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Dresses formerly \$39.50. Now \$29.50

Dresses formerly \$29.50 to \$35. Now \$25.00

Dresses formerly \$25 to \$29.50. Now \$18.50

Women's Serge Frocks in a Special Sale at \$15

Cleverly tailored models that we have been selling at \$20, \$22.50 and \$25. They are the season's best offerings in Serge dresses for women requiring sizes 34 to 44.

Featuring the Mode of the Hour—Hats of Satin, trimmed with Fur—in an Important Display of

\$5.85 Wonder Hats



Satin hats with the new fur trimmings are the smartest for present and Mid-Winter wear, and they are shown at Saks today in models suitable for dress, semi-dress and informal wear, in Black, Brown, Navy Blue and Taupe. Other hats in the collection include many charming styles in

Black Velvet with Metallic Brocade Facing; All-Black Panne Velvet hats, and hundreds of others too numerous and too beautiful for description.

Three models illustrated.

Misses' Winter Suits Reduced to \$24

Beautifully tailored suits that have been selling at much higher prices. Belted, pleated and straight-line effects, fashioned of Wool Velour, Broadcloth, Trico Burella, and Heather Mixtures. Sizes 14 to 18 years.

Fur Trimmed and Tailleur Coats for Misses

Individual in both style and material



At \$25—Smart belted coats with new pockets and large collar of Kit Coney or self fabric. Splendidly tailored in Wool Velour, and may be had full or half lined. Sizes 14 to 18 years.

At \$39.50—Stunning straight line and belted coats, developed in Velour, Pom-Pom Cloth, Broadcloth and Mannish Mixtures, displaying large collars of Nutria, Near Seal, Kit Coney or self material. Obtainable in

Beetroot, Taupe, Reindeer, Green, Pekin, Brown and Navy Blue.

Lined with Silk and warmly interlined. Sizes 14 to 18 years.

Delightful Frocks for Misses

Special at \$18.50

Modish Basque, bustle and tunic, straight line, surplice and other styles, exquisitely fashioned of Twill-back Velveteen, Charmeuse, Satin, Crepe de Chine, and Serge, in Taupe, Beetroot, Green, Brown, Grey or Navy Blue. Sizes 14 to 18 years.



Warm Winter Coats for Girls at \$10.95

A "cute" belted model with new pockets, large convertible collar and deep cuffs. Made of Wool Cheviot, and is obtainable in Brown, Green, and Navy Blue. Sizes 6 to 10 years.

Dressy Coats for the Intermediate Girl, \$18.50

Smart belted coats in new model fashioned of Wool Velour with convertible collar of Kit Coney. Lined throughout and interlined. Sizes 12 to 16 years.

